



Progress Report

TRAFFIC SPEED REPORT NO. 69

TO: K. B. Woods, Director June 8, 1960 Joint Highway Research Project

FROM: H. L. Michael, Assistant Director File: 8-3-3

Joint Highway Research Project

"Traffic Speed Report No. 69" authored by Neddy Jouzy, Graduate Research Assistant on our staff is attached. This progress report on the continuing study of speed trends has been conducted under the supervision of Professor H. L. Michael.

The results of this study indicate that speeds of both passenger cars and trucks were slightly less during the period of the study than they were in August 1959.

Copies of this report after acceptance by the Board will in addition to the normal distribution also be forwarded to the Indiana State Police, Office of Traffic Safety, the Traffic Engineering Department of the State Highway Department, and the Bureau of Public Roads.

The report is submitted for the record and for release for distribution.

Respectfully submitted,

Forda 2 Michael
Harold L. Michael, Secretary

HLMakma

Attachment.

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Progress Report

Traffic Speed Report No. 69

by

Neddy Jousy Graduate Research Assistant

Joint Highway Research Project File: 8-3-3 Project: 0-36-100

> Purche University Lafayette, Indiana

> > June 8, 1960



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TRAFFIC SPEED REPORT NO. 69

This report covers spot speed observations made during the months of March and April 1960. All observations were made of free moving vehicles on level tangent sections of rural highways. The locations of the spot stations were the same as for previous studies and are as follows:

- U. S. 52 1.0 mile south of south junction of S. R. 28 (Dual Lanes)
- 2. U. S. 52 1.0 mile west of Klondike (Dual Lanes)
- 3. U. S. 52 2.2 miles northwest of Templeton (2 lanes)
- 4. U. S. 31 7.2 miles north of Perrysburg (2 lanes)
- 5. S. R. 25 0.7 mile south of Americus (2 lanes)
- 6. U. S. 41 1.0 mile north of Boswell (2 lanes)

An Electrometic Radar Speed Meter was used to collect the data for this study. The meter was concealed as part of a rural mailbox and placed close by to the edge of the pavement. It was directed along the highway at a small angle with respect to the direction of traffic so that it was not necessary to make an angle correction to the readings.

The observers consealed themselves from traffic as much as local conditions permitted and it is thus believed that the speeds of the observed vehicles were not influenced by the observer or the equipment.

The radar equipment used will not operate properly if the voltage varies more than minus 1/2 volt or plus 1 volt from the optimum twelve volts. The voltage was therefore checked periodically in the field and maintained within the desired range. Also, correct calibration was maintained by periodically checking it with a 60 mile per hour tuning fork.



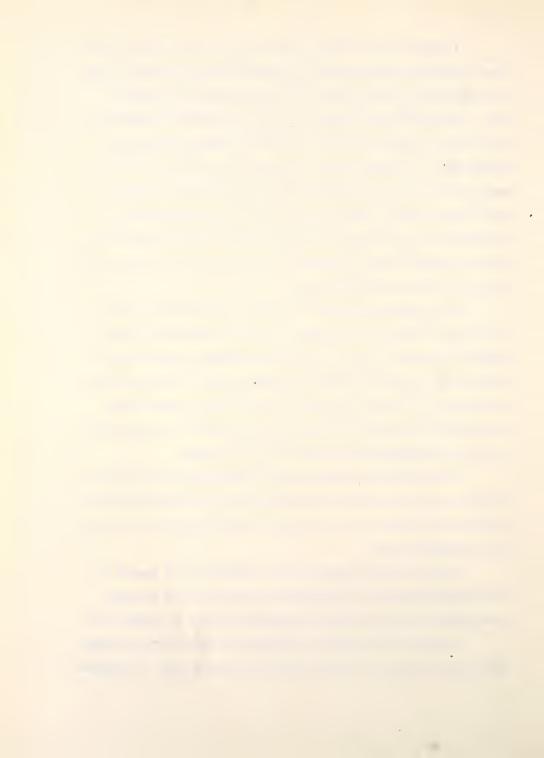
A summary of the results of this study, as well as of the last seven studies, is given in Table I. Indiana State law limits the speed of passenger cars and trucks under 5,000 pounds (GVW) to 65 miles per hour. The speed limit of trucks over 5,000 pounds (GVW) is 50 miles per hour on all highways except that on four-lane highways, which have a median strip of at least twenty feet in width, the speed limit is 55 miles per hour. This new speed limit for trucks has been in effect since about May 1959. However, some, but not all, truck speed limit signs have been posted along the state highways to reflect this change. It can be assumed though, that by now a large portion of the truck drivers are aware of this speed limit change.

Truck speeds are shown in the tables for three groups: light trucks, heavy trucks, and all trucks. Also, it is noted whether the highway is 2-lane or 4-lane. All 4-lane observation stations were on highways with a median of greater than twenty feet. Since weights were not taken in this study, light trucks (less than 5,000 pounds) were considered to be only panel trucks and pick-up trucks. All other types of trucks were classified as heavy (over 5,000 pounds).

The passenger car data were also classified into three groups: Indiana, out of state, and all passenger cars. The classification was determined by observing the license plate on each passenger car passing the observation station.

So that an easy comparison can be made between the results of the present study and the last previous study, the results from each speed station for both studies are tabulated in Tables II through VII.

Average and 85th percentile speeds were computed for each vehicle group from the sample of vehicles taken at each study site. A comparison



is then made with the speeds of the last study in July and August of 1959, and the differences in speeds are briefly discussed.

The average speed for all passenger cars decreased by 1.4 miles per hour since the last study (August 1959) while average speeds for all trucks decreased 1.1 miles per hour. Indiana passenger cars decreased their average speed on 2-lane highways by 2.3 miles per hour while their average speed on 4-lane highways decreased by 0.3 miles per hour. Out of state passenger cars decreased their average speed on 2-lane highways by 0.5 miles per hour while their average speed on 4-lane highways decreased by 0.9 miles per hour.

The average speed for light trucks decreased by 1.2 miles per hour on 2-lane highways and increased 2.4 miles per hour on 4-lane highways.

For heavy trucks the average speed decreased 0.8 miles per hour on 2-lans highways and decreased 5.8 miles per hour on k-lane highways.

The 85th percentile speed for all passenger cars decreased by 0.5 miles par hour.

Trend information on the average speed of passenger cars and trucks is shown in Table 1 and Figure 7 and 8. Table 1 is a summary of Spot Speed Observations on Indiana Highways for the last eight studies since February 1956. This summary of Spot Speed lists the observations for Two-lane Highways, Four-lane Highways and All Highways for both passenger cars and trucks.

Figure 7 is a graph showing rural speed trends from 1942-1960.

The speed trends shown are for passenger cars, light trucks and heavy trucks.

Figure 8 is a graph showing trends in percentile speeds and speed differential from 1949 - 1960. The percentile speeds shown are for both



passenger cars and heavy trucks. The speed differential is the difference between the 85th percentile of passenger cars and 15th percentile of heavy trucks.



TABLE I

SUMMARY OF SPOT SPEED OBSERVATIONS ON INDIANA HICHWAYS

(Free-Moving Vehicles on Level, Tangent Sections)

			Passeng	er Cars	replacement - Cycle of the p. N. S. of the edge of the p. Ellipse; the	PER 10 CO TO TO THE TOTAL PROPERTY AND THE TO	Trucks	APPER PROPERTY AND THE
	elitoragensotoreantrioless	Ind Mean	Non-Ind Mean	All Maa	A11 85 per	Light Mean	Heavy Mean	All Mean
Two-Lana Highways	Feb. 156	54.9	58:0	55.9	63.2	47.1	43.2	44.04
	Aug. 156	55.0	56.3	55.5	63.4.	50.6	45.5	46.6
And Andreas	Mayº57	55.6	59.1	56.9	64.0	50,2	Hos	46.1
	Aug. 957	55.5	56.7	55.9	52.1	51.7	45.8	47.3
	Aug. 158	543	56.3	55.0	62.7	53.0	46.3	47.8
	Mar. 159	55.5	57-7	56.1	619	50.4;	45.4	46.3
And the second s	Aug. 159	55.6	55+3	55.9	6342	49.7	46.7	48.0
	Nar. '60	53.27	54.8	53-7	61.2	48.5	45.9	46.6
Four-land Highways		58.1	60.1	58.7	65.7	47.8	45.2	45.8
and the second s	Aug. 056	57.4	58.8	58,2	66.8	49.6	46.0	470ls
get to copy made without a	May 157	59.9	63.6	61.0	69.0	52.2	46e0	47.9
Di Aug Kanglinana	Aug. 157	57.5	59.9	58.5	64.8	52.0	1,6,6	47.6
	Aug. 158	58.0	59.6	58.7	65.0	54.3	49.0	50.0
Authorites were party	Mar. 159	58.2	61.7	59.0	64.9	53.6	47.0	4804;
Pedalic data province	Aug. 159	58-4	60.1	59.1	6les 5	50.0	53.1	49.5
(S-ring) de mal (S-ring) de mal (S-ring)	Mare 160	58.1	59.2	58.4	65.0	52.4	17.3	48.4
All Highways	Peb. 156	56.0	58.6	56.8	63.8	47.63	4400	1,409
- FE	Aug. 955	5507	57.3	56.4	61,05	50.2	45.6	4609
	May ⁰ 57	57.2	60.3	58.3	66.0	50.9	45.2	46.6
N P. Daniel P. D	Aug. 157	56.2	58.3	56.9	63.2	51.8	46.2	47 ol;
	Aug. 158	55.7	57.9	56.5	63.1	53.4	1.7.5	48.7
	Mer. 159	56.6	59.0	57.2	63.1	51.5	45.9	47.0
Property of the Control of the Contr	Aug. 159	56.5	58.4	57.14	63.5	50.6	47.8	48.6
TO THE PERSON NAMED IN COLUMN	Mar. 160	55.6	57.03	56.0	63.0	50.2	46.5	7.5



Station 1 Mile south of south junction of US 52 & SR 28

Weather Cloudy - windy Last Previous Observation (Speed Report No. 67 Surface 4 lane divided - 24' bituminous concrete

This Observation
Date April 3; April 6; April 8, 1960
Date Aug. 3, 1959
Time Z:15 - 2:55 PN; 1:35 - 3:30 PM; 2:45 - 4 PM Time 8:50 - 10:50 AM

	1	Present	1	46.40		-	-			ļ	1	1	- 8	-								1	
	A	Last				-	-		-	1	1	1	-	1	-	1	ļ			-			1
spunod	DOL	Present	126	47.5	0.59	0.44	0.11	1.0	0.0	0.0	0.0	25	7.87	9	-	33		69	46.5	56		34	1
5000		Last	70	49.6	85.7	55.7	12.9	2.9	0.0	0.0	0.0	39	48.4	58		39	-	31	51.1	90	-	38	1
then	ounds	Present	33	53.6	29	20	36	30	15	12	0.0	23	55.6	74		30	-	10	49.2	72		36	
Less	2000	Last	12	55.1	91.7	83.3	66.7	25.0	0.0	0.0	0.0	5	29.6	49	-	53	-	7	51.9	58	-	36	
	7	Present	159	48.8	68.0	50.0	16.0	7.0	3.0	2.5	0.0	80	50.7	1		1		46	6.97		1		1
-	A.	Last	82	50.4	86.6	54.8	20.7	6.1	0.0	0.0	0.0	444	49.7	1	1			38	51.3		-	-	
	diana	Present	185	60.5		0.96	88.0	65.0	18.0	0.4	2.0	103	60.5	8	-	70		82	60.5	72	-	38	-
,	Non-IL	Last	237	61.1		7.89	89.5	65.0	27.4	5.5	1.3	129	6 9	92	-	43	-	108	60,3	92		42	1
	Lana	Present	339	60.2		95.5	4-18	59.0	20.0	7.0	2,0	216	0.09	84		07	-	123	7.09	90	1	444	
-	Tud	Last	218	59.7		93.6	80.1	57.3	22.0	5.0	1.4	110	59.4	73	1	07	-	108	59.9	88	1	34	1
		Present	524	60.3]	0.96	84.0	61.0	19.0	0.9	2.0	319	60.2	1	1	1	-	205	60.5	1	1	1	1
	A	Last	455	7.09	1	96.3	85.3	61.3	24.8	5.3	1,3	239	2.09	1			1	216	60.1	1	1	1	1
		OBSERVATION	No. of Vehicles Obs.	Ave. Speed (m.p.h.)	2	u	ip du	9:	oxi		№ 5 75 д.р.h.	No. of Vehicles Obs.	Ave. Speed (m.p.h.)	Max. Speed (m.p.h.)	State or Type	Min. Speed (m.p.h.)	State or Type	No. of Vehicles Obs.	Ave. Speed (m.p.h.)	Max. Speed (m.p.h.)	State or Type	Man. Speed (m.p.h.)	State or Type
	Less than 5000 pounds	00	All Indiana Non-Indiana All 5000 pounds or more Al Iast Present Last P	All Indiana Non-Indiana All 5000 pounds All 5000 pounds All 5000 pounds All South Indiana All South Indiana All South Indiana All South Indiana All All	Algorithms	OBSSRVATION Last Present Last Last Last Last Last Last Last Las	OBSERVATION Last Present Last	OBSERVATION Last Present Last P	All Indiane Non-Indiana All 5000 pounds Al 5000 pounds	OBSSENATION Last Present Last Last Present Last Present Last Present Last Present Last Present Last Last Present Last Last Last Present Last Last Last Last Present Last Last Last Last Last Last Last Las	OBSSRVATION Last Present Last Last Last Last Last Last Last Las	OBSSRVATION Last Present La	All Indiana Non-Indiana All 5000 pounds Or more All	All Indiana Non-Indiana All 5000 pounds All 5000 pounds All Indiana Non-Indiana All 5000 pounds Or more All 5000 pounds Or more All 520, Construction Constructio	All Indiana Non-Indiana All 5000 pounds All Sono pounds All Indiana Non-Indiana All Sono pounds Or more All Sono Son	OBS-ERVATION	All Indiana Non-Indiana All 5000 pounds Al 5000 pounds	All Indiana Non-Indiana All 5000 pounds All Color Colo	All Indiana Non-Indiana All 5000 pounds All 6000 pou	All Indiana Non-Indiana All 5000 pounds Or more All 521 218 339 237 185 82 159 12 33 70 126	All Indiana Non-Indiana All 5000 pounds Or more All Indiana Non-Indiana All 5000 pounds Or more All Indiana Indiana	All Indiana Non-Indiana All 5000 pounds All Sono pounds All Indiana Non-Indiana All 5000 pounds Or more All Solution Solut	All Indiana Non-Indiana All 5000 pounds Or more Or m



비 TABLE

Station 1.0 Mile west of Klondike on US 52

Weather Cloudy Last Previous Observation (Speed Report No. 67 Date July 10, 1959 Time 2:45 - 5:10 PM Date March 21, 1960 and March 23, 1960 Time 1:35 - 3:45 PM 1:30 - 3:30 PM 24 Portland Cement Concrete This Observation 4 Lane Divided Surface

BUSSES		A11	Present	1	1			3	1.	-	1	1	1		1	-			. 1				1	E.			0 0		
BU			Last	1	1		1	1	1	1	1	1			1	-						1	1	-					
	5000 pounds	or more	Present	130	1.7.3	10,1	050	12.0	2.0	0	0.0	C	c		20	0.67	9		21.			7.7.	45.5	58		1	23		
	5000	or	Last	47	2	7	77.0	56.7	16.4	7-7	1,5	C		3 6	7	204	62	-	20	9	1	34	47.3	99		1	38	1	
93	han	spund	Present	30	3	2104	79.0	7.0	16.0	0.11	0.0			747	ଛ	53.2	76		2	7		19	149.5	3			077	-	
TRUCKS	Leas than	5000 pounds	Tool		100	22.00	000	66.7	33,3	13,3	13.3	47		200	6	52,3	99		6	2		9	51.5	72		-	38	-	
		7	Dreagnt	170	0 5	0.84	68.0	43.0	9.0	3.0	0			000	82	50.0	1				١	96	46.3						
		All	100	1	70	8-67	78.0	58.5	19.5	3	0 0	100	700	0	77	51.6	1					9	6.27					1	
		diana	Daggert	10001	777	57.2		89.0	0.89	0.77		7000	70.4	0.0	62	59.7	72	2	-	177		62	54.8	89	3		36		
		Non-Indiana	17.	2	12/	58.6	1	868	9.66	0		420%	3.8	9.0	89	61.3	96			777	1	68	56.5	2	2		36	1	
PASSENGER CARS		Indiana	Course	resent	302	56.1		85.0	67.0	36.0		O O	0*7	1,0	189	57.6	ō	74		32		173	17.15	100	4		34	i	
PASSEN		Tnd		1881	228	57,2	1	0.0%	649		4444	11.0	2.2	7.0	121	488	2 6	2		1,2	1	701	55.1	300	2		30		
			-	apt	486	56.4		86.0	60.04	3	7000	10.0	0.4	0.0	251	F. 62	708			1		23.5	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	7467		١			
		נני	2	Last	385	57.8		8	300	(2 2 1	4(0)	13.5	2.9	0.5	102	7 07 7 0 K	720			-		102	+-	2000		1			
				OBSERVATION	No. of Vehicles Obs.	Ave Speed (m. n. h.)		On one of the last	St. Do Harris	का जिस्सा दर के मन	1 60 m p h	Tanhoho	A E 70 month	% 0 75 m.p.h.	-40	No of Venicies Ups	Ave. Speed (Mopollo)	Max. Speed (m.pohal	State or Type	Win Speed (m n h.)	Charles on Trees	State of type	A No. of Venicles Ops.	Ave. Speed (monaha)	m Max. Speed (m.D.h.)	State on Turne	יייי פיוויים	Hin Speed (mogent	State or Type



Station 2.0 Miles northwest Templeton on US 52

CROS. PRINCE CROS			BUSSES	All	at Present	1	-		-	-		-			-		1				-	1		10	1	-
Pastration Date D		(24)		spunc	ent		47.3	78.0 11 -	- 0.97	3.0	0.0	0.0	0.0	0.0	21	7.0	55		38 11		76 -	47.7	53		- 07	-
Description	oudy	port No.		5000 pg	Г		47.9	82,3	43.5	3.2	1.6	0.0	0.0	0.0	34	7.77	54		28	-	23	48.5	જ	-	38	1
Date 1.00 Date		Speed Re 1959 30 PM	KS	than	Present	4	8*64	75.0	75.0	25.0	0.0	0.0	0.0	0.0	2	22	50		50		2	49.5	55	1	444	1
Date 1.00 Date	Weather	ation (uly 17, :00 - 4:	TRUC	Less 5000 p	Last	7		100								53.5	56		20		3	0.13	56		94	-
Date March 25, 1960 Time 3:30 - 5:00 PM Time 3:30 - 5:00 PM All Indiana Non-Ind Last Present		s Observ te Ju		. 7	Present	77	7.0	78,1	8.84	5.0	0.0	0.0	0.0	0.0	23	47.3			1		18	47.9		1		
Date March 25, 1960 Time 3:30 - 5:00 PM Time 3:30 - 5:00 PM All Indiana Non-Ind Last Present		revi ou Dai Th		.∀	=	69	48.3	84.1	8.74	7.2	1.4	0.0	0.0	0.0	38	87	1				26	48.7				
Date March 25, 1960		Last 1		ndiana	Present	93	56.4		91.4	58.0	32.0	9,0	2.0	0.0	58	58.0	72		78		35	53.7	72		4.2	
22' Bituminous Date March 25, 196 Time All All Last Present 12 157 19.6 56.7 56.7 19.8 60.0 10				Non-I	Last		56.7	1	88.6	62.3	33,3	10,6	4.1	0.0	16	57.0	22	1	39	1	32	56.0	20	i	42	1
22' Bituminous Date March 25, 196 Time All All Last Present 12 157 19.6 56.7 56.7 19.8 60.0 10			BER CARS	iana	Present	79	57.0		92,2	0.79	33.0	9.0	5.0	0.0	38	56.6	72		97		56	57.7	20		017	1
22' B Date Time Time Time Time Time Time Time Tim		98. ₩	PASSEN	Ind	Last	66	56.3		82,8	59.6	38.4	11.1	0.4	1,0	179	56.2	74.		28		35	56.5	78		38	
22' B Date Time Time Time Time Time Time Time Tim	one	25, 19		ជ	Present	157	56.7		92.0	0,19	42.0	0.6	3.0	0.0	96	57.4	1	1			19	55.4		1		1
221 Date Time Time Time Time	Bitumin	ion March 3:30		Ą	Last		56.5		86.0	63.1	35.6	10,8	4.1	0.5	155	56.7					67	56.3				
BOUND ALL Vehicles	221	This Observat Date Time		-	OBSERVATION	No. of Vehicles Obs.	Ave. Speed (m.p.h.)	Ž	יטין ב	p u	9	nt ent		14 0 75 nop.h.	Ro of Vehicles Obs.	Ave. Speed (m.p.h.)	Max. Speed (m.p.h.)	State or Type	Min. Speed (mop.h.)	State or Type	A No. of Vehicles Obs.	Save. Speed (manah.)	M Max. Speed (m.p.h.)	State or Type	Min. Speed (m.p.h.)	State or Type



Station 7.8 Miles N. of Perrysburg on US 31

Last Previous Observation (Speed Report No. 67)

Date Aug. 10, 1959

Time 10:10 AM - 12:40 PM This Observation
Date March 29, 1960
Time 12:45 - 4:15 PM 2 Lane 22' Bituminous Surface

			Present																					1
BUSSES		41	Pre	-	_	_	ı				1	ŀ			-	وا		_		1		-	4	_
BU			Last	-	1	-	1	-		1	-	-		1	1				-	1	1	1	1	1
	5000 pounds	or more	Present	92	45.9	92.0	55.0	33.0	3.0	1.0	0.0	0.0	07	7.87	56		1.2	-	36	43.2	9		26	1
	2000	or	Last	59	48.8	81.4	50.8	11.9	3.4	1.7	0.0	0.0	30	50.2	62	-	38		29	47.6	99	-	32	1
KS	than	onno	Present	26	50,2	0°96	73.0	62.0	27.0	8.0	0.0	0.0	14	51.9	58		07	-	12	48.2	8		32	. !
TRUCKS	Less than	5000 pounds	Last	27	6°87	49.3	7.77	22,2	11.1	7.4	7.4	3.7	17	50.7	92	-	33	1	10	45.8	54	1	38	1
		1	Present	102	0*27	8*65	40.2	8.8	3.0	0.0	0.0	0.0	54	6.67		-		1	877	40,44				
		A11	Last	86	8*87	74.4	48.8	15,1	5.8	3.5	0.0	0.0	47	50.3					39	47.2		-		
		diana	Last Present	53	54.3		81.4	37.2	9.3	2.3	0.0	0.0	28	55.4	99		077	-	25	53.0	479	-	36	-
		Non-Indiana		8	55.7		82,5	55.0	32.5	7.5	3.8	0.0	32	6.95	72	-	877	-	847	6,45	8	1	34	-
PASSENGER CARS		Indiana	Last Present	246	52.5	1	66.5	7.04	23.0	7.9	2.5	0.0	128	54.07	72		3/1		118	50,1	20		30	
PASSEN	i	Ind	Last	250	56.1		83.2	63.2	33.2	9.6	3.2	1,2	130	57.1	06	1	32		120	55.0	78	1	31	
		ALL	Present	299	52,8	1	71.0	41.0	23.0	5.0	2.0	0.0	156	54.8	1	1		l	143	9.05				
		A	Last	330	56.0	1	83.0	61.2	33.0	9.1	3.3	1,2	162	57.7			-	-	168	54.9	1			
		The second secon	OBSERVATION	No. of Vehicles Obs.	Ave. Speed (m.p.h.)	No 45 m. Dobo	50 m p. b.	100 55 m.p.h.	60 m 04 m	ent ent	70 ш.р.р.	A 5 75 B.D.h.	No. of Vehicles Obs.	Ave. Speed (m.p.h.)	Max. Speed (m.p.h.)	State or Type	Min. Speed (m.p.h.)		No. of Vehicles Obs.	Ave. Speed (m.p.h.)	Max. Speed (m.p.h.)	State or Ivoe	Min. Speed (m.p.h.)	State or Type
				Z			5	ţų.	PΛ	ť	ÇA.	P	Q!	VI)	BC		2		d	NI)	BC		_	



TABLE

Station O.7 miles W. Americus on S. R. 25

2 lane 22! Bituminous This Observation Surface

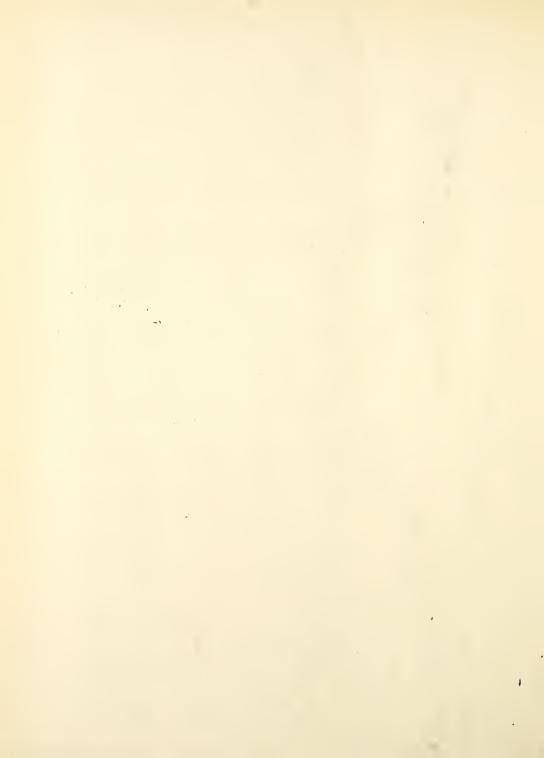
Date April 1, 1960 Time 2:45 - 4:20 PM

Last Previous Observation (Speed Report No. 67)

Date July 16, 1960

Time 2:35 - 5:05 PM

		1	2 .	Ι.	Γ.										ı		_						
BUSSES	רנא	10	1100011	Ľ	1								1	-				-		-	_	1	
SDB	_	,	881	1	1	1	1	ı	1	1	١	1	-	1		400	-	1	1	-	1		1
	spunod 0009	Q.	63	45.7	59.0	25.0	5.0	0.0	0.0	0.0	0.0	077	6.44	56	1	32		23	47.1	55		077	-
	5000	Т	7697	0.87	73.9	37.0	13.0	2.2	2,2	2,2	2,2	25	45.9	56	-	36	.	21	51.0	92		70	
KS	than	Daniel Comp	33	48.5	76.0	39.0	0.6	0.6	0.0	0.0	0.0	6	45.4	53		36		77	9*67	99		37	
TRUCKS	5000 pounds		23	5 67	73.9	52.2	34.8	13.0	4.3	0.0	0.0	8	48.0	99	-	70	1	15	51.8	65	-	07	
	_	Dannand	96	46.7	65.0	30.0	0.9	3.0	0.0	0.0	0.0	64	45.0	1	١		1	74	7.87				
	LTA	1.004	Т	8.87	73.9	42.0	20.3	5.8	2,9	7.7	1.4	33	0.94	1			1	36	51.3				
	Non-Indiana	nat Daggart	29	55.0		83.0	52.0	24.0	3.0	0.0	0.0	16	56.1	99		4.2	1	13	53.6	63	1	42	
	Non-Ir	1	1	55.8		78.0	62.6	36.6	7.3	0.0	0.0	19	56.7	89	-	07	-	22	55.0	99		04/	-
PASSENGER CARS	Indiana	nat Dwanant	315	53.8		76.5	1,8,0	20.02	0.9	2.0	1,0		54.1	79	1	34	١	181	-	16	1	36	•
PASSEN	Ind	+	100	9		78.9	9-67	29.6	8.5	3.9	0.7	117	53.6	202	1	32	1	167	55.4	88	I	07	1
	A11	not Decises	344	53.9	1	77.0	0.67	21.0	0.9	2.0	1.0	150	54.3	1		1	-	194	53.7		1	-	1
	A	Tact	325	54.8	1	78.8	51.7	30.5	8.3	3.4	9.0	136	54.0	1	1	1	-	189	55.3	1	1		
		OBSTRUATION	No. of Vehicles Obs.	Ave. Speed (m.p.h.)	by 45 meron	50 m p. h.	55	60 m D h	65 B D D	70 ж.р.р.	. 6 75 жереће	No. of Vehicles Obs.	Ave. Speed (mopoha)	Max. Speed (m.p.h.)	State or Ivpe	Min. Speed (m.p.h.)	State or Type	No. of Vehicles Obs.	Ave. Speed (m.p.h.)	Max. Speed (m.p.h.)	State or Type	Min. Speed (m.p.h.)	State or Type
			N	AA	107				nt TI		*		in c			M			an o			363	



IIA

SPEED DATA

Station 1.0 mile north of Boswell on US 41

Warm and Sunny Weather 2-lane 22' Portland Cement Concrete This Observation Surface

Date April 12, 1960 Time 2:45 - 5:00 PM

Last Previous Observation (Speed Report No. 67
Date Sept. 1, 1959
Time 9:00 - 11:45 AM

Present BUSSES All 484 ast Present 0.0 5000 pounds 0.0 .91 32 or more g 34 9.44 50.8 25.4 8.4 000 0.0 45.5 56 3 প্ল 37 # Present 6.94 5000 pounds 9 36 91 જી 36 Less than TRUCKS 16,7 49.5 Last જ 39 9 Present 45.8 31.0 8.0 2.0 2.0 8.94 0.4 707 22 A1 3.4 2.2 59.8 8.0 0.0 0.0 46.3 46.5 ast ß 97 Last Present 76.5 0.0 0.87 9.45 Non-Indiana 34.7 38 22 38 0.0 85.9 57.6 14.8 68.9 58.1 7/ Ç 7, Q £3 Last Present PASSENGER CARS 67.0 0.0 38.0 15.0 0.0 52.5 34 Indiana 2 32 0.4 7.95 83.1 9.95 56.2 2 36 Last Present 259 255 0.0 148 107 7 F 9.48 0.99 7.0 56.8 129 130 Mos of Vehicles Obs. No. of Vehicles Obs No. of Vehicles Obs Max. Speed (m.p.h. Speed (m.p.h. Max. Speed (mapoha Min. Speed (mop.h. Speed (m, p,h, State or Type State or Type State or Type State or Type Ave. Speed (m.p.h. Equaling Sxceeding 100,000 70 п.р. р. 75 Bapaha OBSERVATION AVG Zip. BOUND



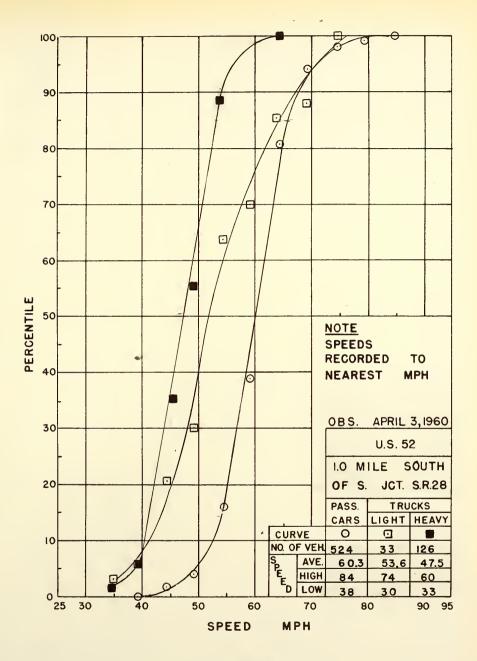


FIGURE I



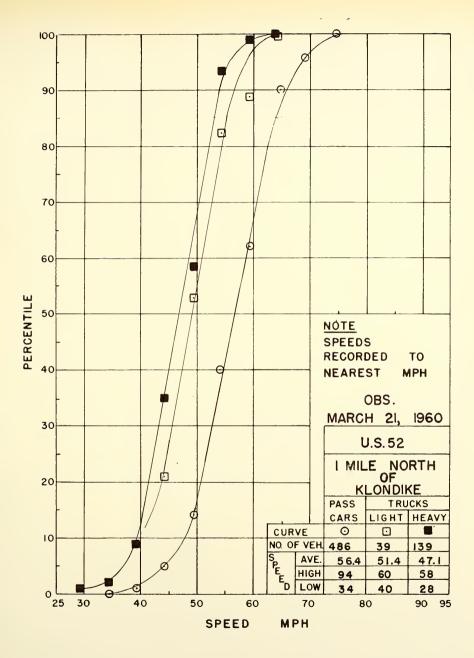


FIGURE 2



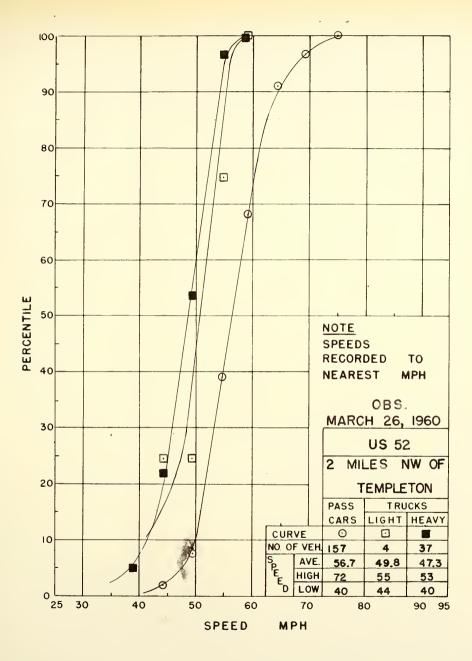


FIGURE 3



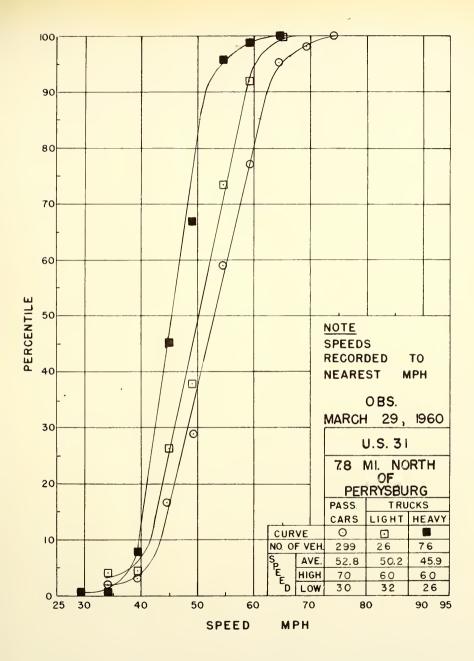


FIGURE 4



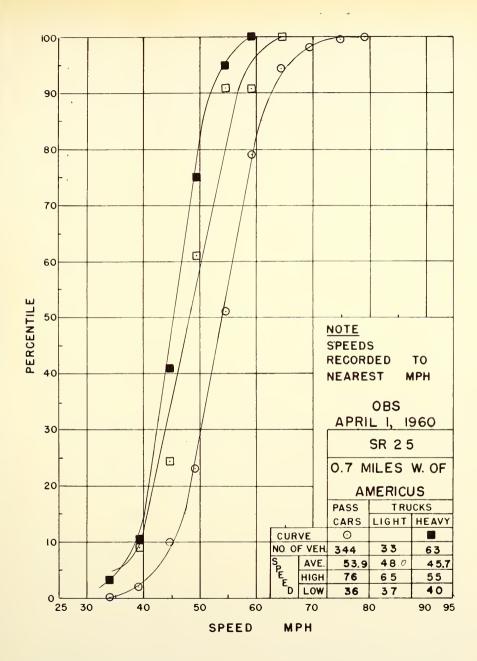


FIGURE 5



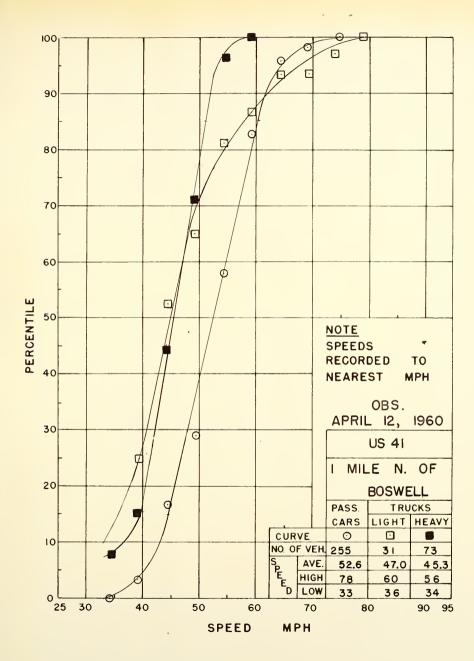
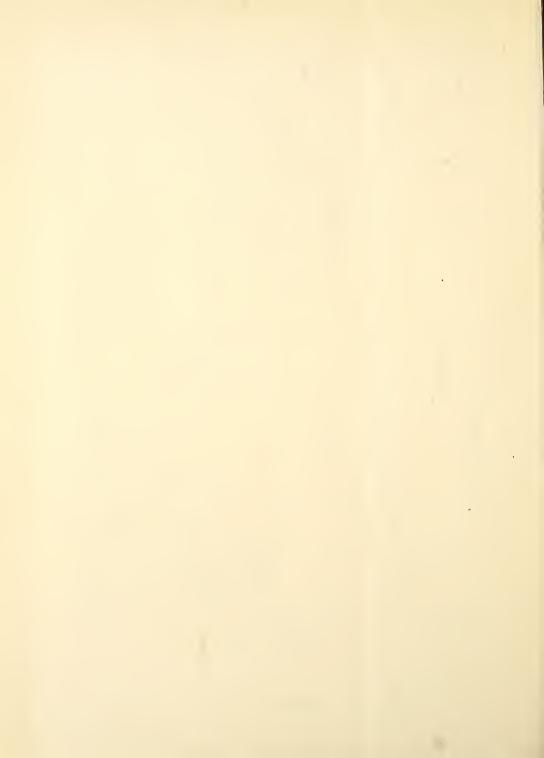


FIGURE 6



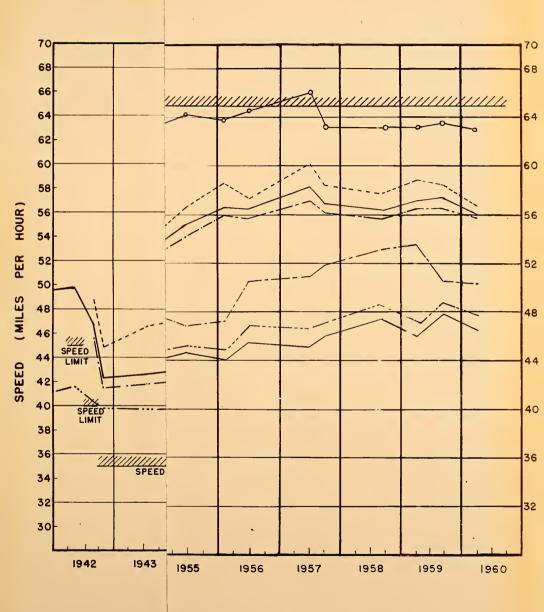


FIG. 7



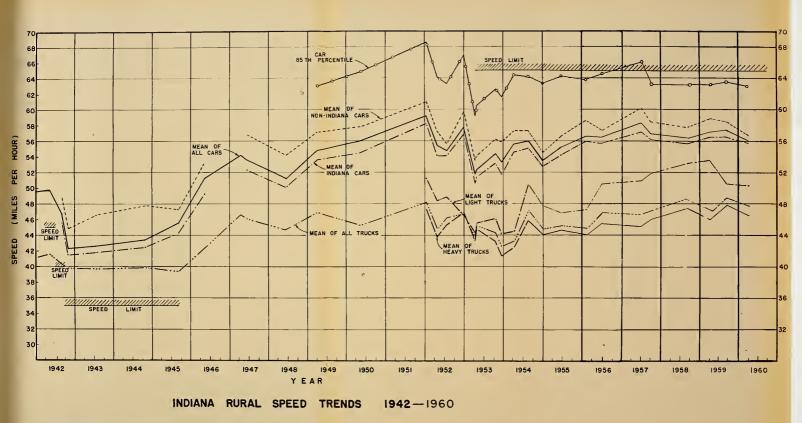
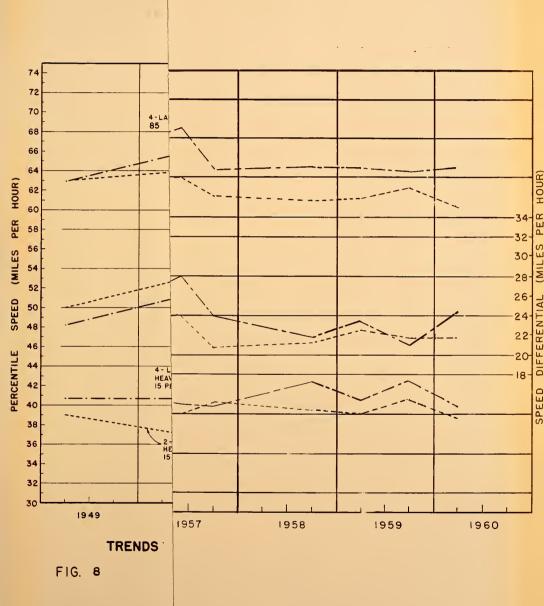
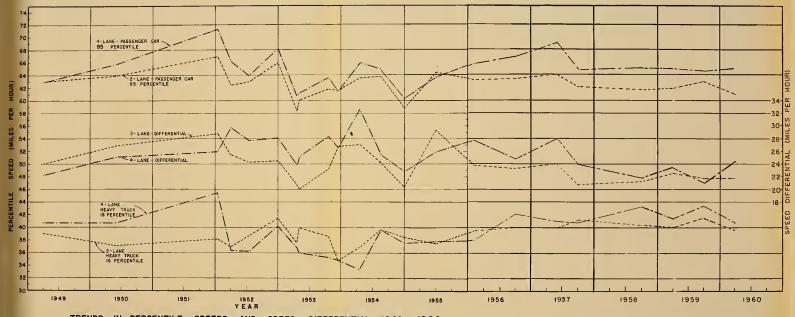


FIG. 7









TRENDS IN PERCENTILE SPEEDS AND SPEED DIFFERENTIAL 1949 -- 1960 FIG. 8





